tisements, the tenders for the new passenger terminus, at Hull, were delivered in on Monday week. The new station is to be in Paragon-street; the south front opposite Ocean-place, with a carriage road for the "outward" trains that way; while from Paragon-street the "inward" trains will land on the north side, thus making Paragon-street the great focus for the transit of passengers. On the east side a large hotel forms part of the plan, having 40 rooms on the first floor, with two entrances, north and south, so placed as to catch "all comers." The two platforms are to be each 500 feet long, and 40 feet wide, and the works are to be finished by the 1st of August next, at a cost of upwards of 50,000*l.*——At a meeting of the Commissioners of Police, in Edinburgh, on Monday week, Mr. Douglas Campbell moved, "That the stoppage of the Sunday trains on the Edinburgh and Glasgow Railway tends to hinder and obstruct the police officers in the discharge of their duty, and give a new and dangerous advantage to criminals in their attempts to escape. That a memorial by the board in favour of resuming the Sunday trains be immediately forwarded to the directors of the railway, and that petitions be prepared to send to Parliament if found necessary." After considerable discussion the motion was lost; the numbers being, in its favour, 9; against it, 17. It has been already attested by the police that crime has been greatly diminished by the means afforded by Sunday trains, in forwarding the ends of justice, but facts like these are of no avail in the eyes of the objectors.——The railway communication between France and Bavaria is in course of establishment. The engineers on the line from Strasburg to the frontier of Rhenish Bavaria, have terminated the surveys; and the minister of public works has directed the prefect of the Bas Rhine to open the inquiry which must precede the presentation of the *projet de loi* to the chambers.

ELECTRO-TELEGRAPHIC PROGRESS.

The Electro-telegraphic Company are progressing in a business-like way, and appear to be in downright earnest in the advancement of their vast and enterprising project. Their proceedings towards the telegraphic organization of the metropolitan centrum-commune we have already occasionally noticed; but it now appears that they are simultaneously at work in opening negotiations with all the more important provincial towns for the deposition of telegraphic central plexuses, or ganglia, in the heart of each, to communicate with the great metropolitan head, and with every other centre. Their private, or rather public, wire-nerves are already strung along the lines of several of the great leading railway arteries of the country, on the standards erected by the several companies for their special uses, whereby great facilities cannot but be afforded to the operations of the telegraph; and agents have been sent into the provinces to prepare the way for the immediate establishment of the various centres. At a meeting of the merchants, shipowners, and others of the town of Hull, called by Mr. Cox on the part of this enterprising company on Monday week, to consider the subject of opening a station there, Mr. Cox declared the objects of his constituents to be the telegraphic connection of every important town in the island with every other, and of all with the metropolis; the company proposing, themselves, to undertake and conduct a separate station in every principal town, as near to its business-centre as possible, and to open a subscribers'-room, at which subscribers will have access to all extraordinary advices despatched to it in the course of every day; the telegraph to be also open to private communications at a small charge regulated by scale. The wires of the company, he stated, are already fixed from Rugby to Hull, and from Hull to Leeds, and wires are already fixed at Manchester and Liverpool. Intimations of the state of markets are to be simultaneously and immediately diffused throughout the electro-telegraphic realm, and various other special advantages afforded to the mercantile community. At the meeting in question, it was stated that considerable saving of money as well as time had already been realized by means of electro-telegraphic communication. Thus in insurance and in other ways considerable benefit has already been derived, and in the case of the "Lancaster," 10,000*l.* were redeemed. Between Hull and the Land's-end no less than the metropolis, the means of instantaneous and uninterrupted communication by question and answer will be opened up. The proposal was of course most favourably received, as it will be elsewhere and everywhere, and a subscription was immediately opened, and a sub-committee formed, in order to aid the company in their patriotic no less than profitable exertions.——Thus, as we have just said, this first and foremost association of its novel and interesting kind, is carrying out the electro-telegraphic progress in downright earnest, *et error nullus;* and at no very distant period in the embryotic gestation of our altogether new world, the metropolis of Great Britain will be the organized and vivified head and centre, not only of its own provincial members, but of the civilized world at large, which, so far from being in an advanced stage of maturity, is evidently but in an advanced state of fœtal organization and vivification, preparatory to being launched into a field of new existence, as a world of almost magical wonders; realizing, indeed, in this respect at least, the very idea of ancient magic, entertained in the beautiful old traditionary glimmer of antediluvian light incorporated in the story of two distant friends, who mutually conversed, though separated by empires or by oceans, through the talismanic aid of two magnetical or magical indices, which pointed correspondently to all the alphabetic characters towards which either, in its turn, might be directed. And, strange to say, not only had the ancients thus a distinct and almost literally correct idea, or legendary recollection, of the organism of the electric telegraph, but it can be clearly proved that the ancient chemists of the higher class were perfectly cognizant of the existence and the nature of the electric forces themselves, and of the solar chemical ray, which is so much akin to the electro-negative, and capable of evolving so new and peculiar a world of vegetative and other wonders in itself.——Our American brethren are contributing their quota to the electro-telegraphic organization and vivification of the world with hearty good will. An American printing telegraph is now being exhibited at Liverpool. "It is very clever," says the *Daily Express*, and what Yankee *invention* is not *clever*. "It prints the message which is sent by electric telegraph. Mr. Hyde Clarke has, however, invented an electric telegraph *which sets up type simultaneously* [in different towns!] so that a document can be composed in London and Edinburgh, and any number of copies printed off in each place at one and the same interval of time!"——By the telegraphic apparatus already in use between New York and Albany, the president's message was transmitted on the 5th January last, from the Legislative Assembly at Albany to New York, at the rate of eighty-three alphabetic characters per minute. There were 50,000 words in the message. The reading of it commenced at twelve o'clock, and in exactly three hours after, the entire document was handed, written out, to the newspaper editors one hundred and sixty miles off.——In the Senate, lately, a Mr. Morehead presented a memorial from the editor of a daily Cincinnati paper, asking Congress to invest him with power to form a company to extend the magnetic telegraph *across the Atlantic Ocean!* Referred to the Post-office Committee. Better refer it "to the marines," says an infidel.—Well it is hard to say. We have been taught by repeated experience since the establishment of steam, gas, railway transit, and electro-magical correspondence, to hesitate about denying the possibility of almost anything, however *visionary* or preposterous. All new inventions and discoveries are *visions* ere they come to be *realities*, and food for scoffery ere they are found to be worthy of all acceptation.

Many can do much.—A subscription has been set on foot for the sister of the late John Bonaventure Smith, a young artist prematurely cut off, after many struggles, just as his works were becoming known and appreciated. She and her children were solely dependant on him, and are left without the means of subsistence. Mr. A. J. Woolmer, of 7, Cleveland-street, has undertaken to receive subscriptions.

DUTCH CANAL-WORKS—BANKS, &c.

At a meeting of the Institution of Civil Engineers on February 23rd, 1847, the president in the chair, a supplement to the papers on the North Holland canal by Mr. Jackson, which were brought forward on the two preceding evenings, was read. It contained a description of the harbour and works at Niewediep, which might be considered as legitimately connected with the Helder canal, inasmuch as they were constructed with a view of affording shelter to vessels of war and merchantmen navigating the North Sea. The banks or shoals situated at the mouth of the Marsdiep channel act in a peculiar manner, they narrow the entrance, resist the undue influx of the tides, thus preventing injury to the coast of the Zuyder zea; they oppose difficulties to the entrance of hostile fleets, as the navigable channels run within range of the protecting forts; and they assist in maintaining the velocity of the currents, which keep the channels at their usual depth. On the coast of Holland, the ebb tides continue to pass off along the Noorder-gat a full hour and a half after the tide has commenced flowing up along the Schulpen-gat; this can only be accounted for by supposing that the tide runs up from the south-west, and enters the Schulpen-gat whilst the ebb still continues, in consequence of the draft of the tide northward along the coast. The Schulpen-gat and Landsdiep may therefore be termed the flood channels, whilst the Noorder-gat may be considered the ebb channel. Upon these spots, whose preservation was of such consequence to the country, the Dutch have lavished their best care, and exercised their ingenuity. The shoreworks consisted chiefly of groynes, composed of timber piles, and fascines, with stone covering. Their average length was two hundred yards, with slopes of about one in eight or ten. In consequence of the report of the commission appointed in 1780, the engineers, Brunnings and Goudrai, were instructed to proceed with the formation of a warping bank of fascines, 7,360 feet long, with double planking guard to accumulate the sand, in order to fill up the interstices of the fascines, and thus preserve them from decay. A breakwater also, 1,850 feet in length, 73 feet wide, at 3 feet below high water, with slopes of one to one.

This was also formed of fascine beds, weighted with 2,000 pounds of stone and 4,000 pounds of tiles upon every superficial area of 144 square feet. The upper surface was covered with matting and made convex, the centre being one foot, and the sides three feet below the level of high water. Hurdling was then used, and the whole was covered with blocks of stone, weighing from 1,500 pounds to 1,800 pounds each. An additional length of 2,080 feet was subsequently built, and the warping bank being completed, and by means of these works the ebb stream was increased to such an extent as at once to deepen the channel 13 inches, although the bed was of clay. In 1783, dredging was resorted to, and with the action of the stream a depth of 19 feet was arrived at. The whole length of the proposed harbour was then dredged to a depth of 17 feet under high water level. Another warping bank of 3,675 feet in length was then constructed, with numerous groyns to arrest the sand and preserve the coast. A quay wall and jetty were then added; the piles composing the latter were covered with sheet lead between high-water level and one foot below the ground, in order to preserve them from the ravages of the "teredo navalis," which, however, it is the popular opinion, may be also prevented by driving the piles through fascines. A portion, 60 feet in length, of the breakwater, was torn away by a storm; this slip was filled up with large stones, but they were ineffectual, and fascines were ultimately had recourse to for repairing the breach. The depth of the channel was thus increased to nearly 35 feet, so that frigates could pass with safety.

In 1789, 151 vessels were lying there at anchor, fourteen of which were men of-war, and four were East-Indiamen. The basin is 1,292 feet long and 646 feet wide, with large storehouses, dock buildings, fortifications, &c., of the most solid description, and thoroughly complete for a naval arsenal.

During the discussion which ensued, a description was given of Dymchurch wall, which defends Romney marsh, an extent

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